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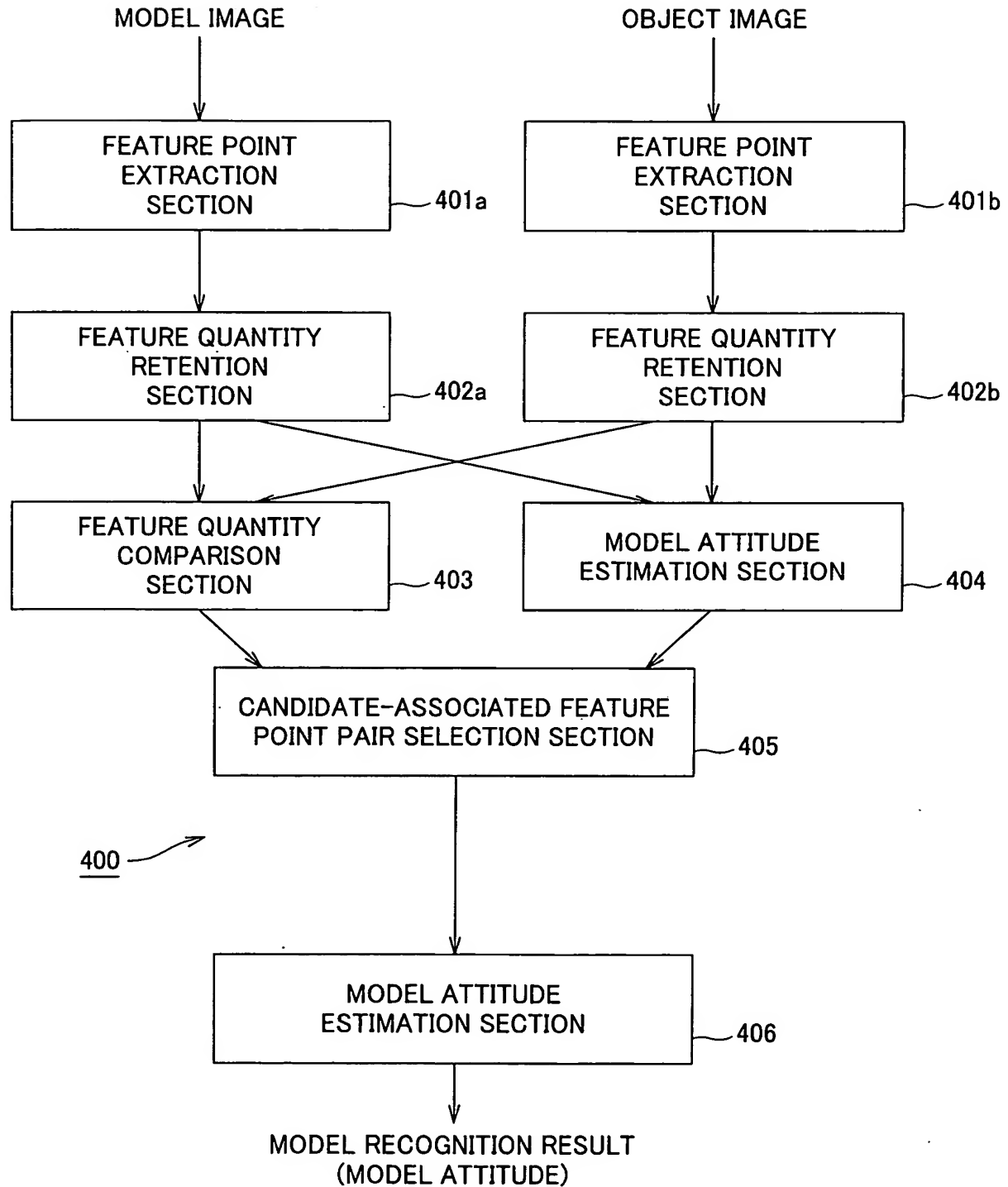


FIG. 1

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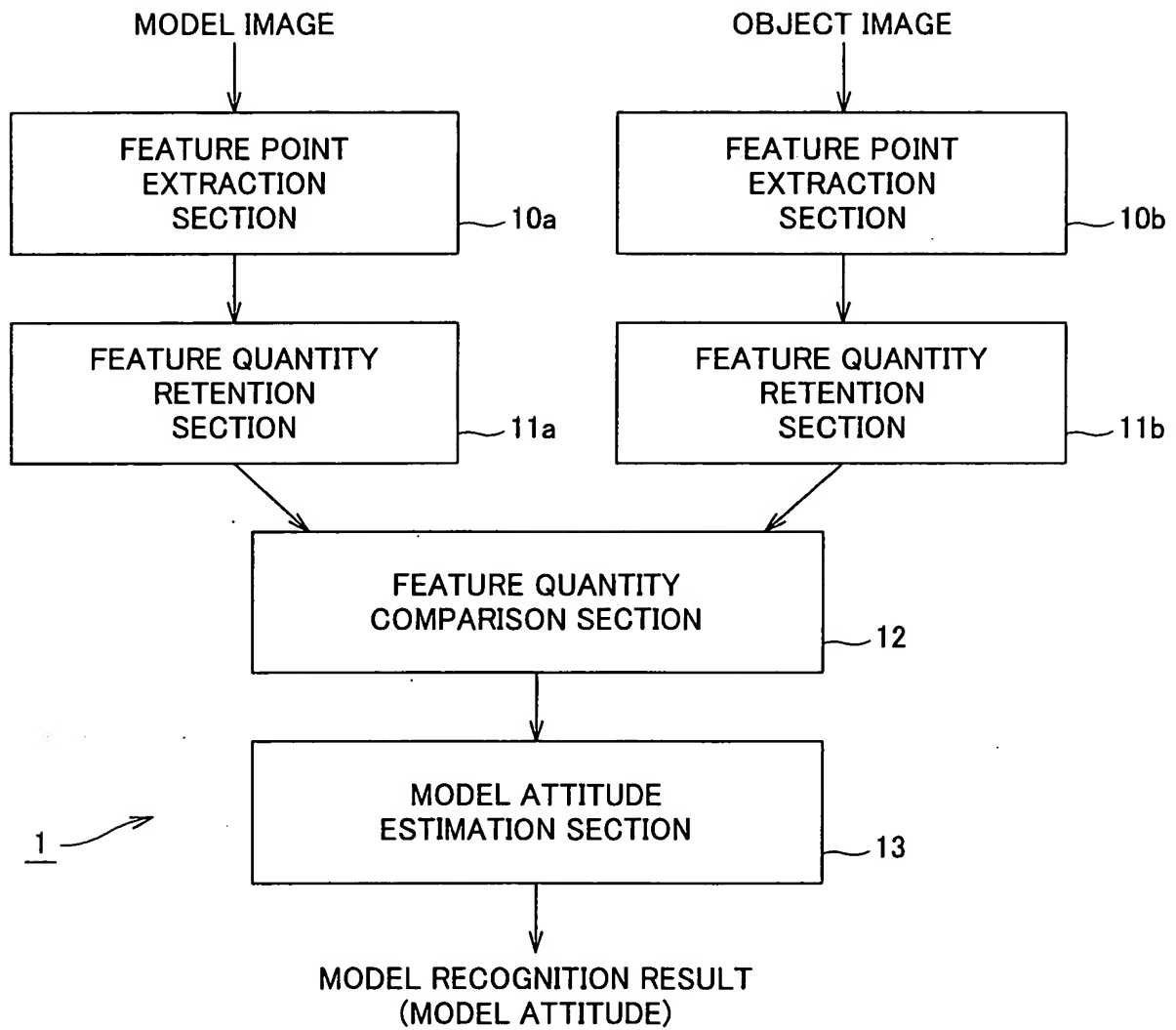


FIG.2

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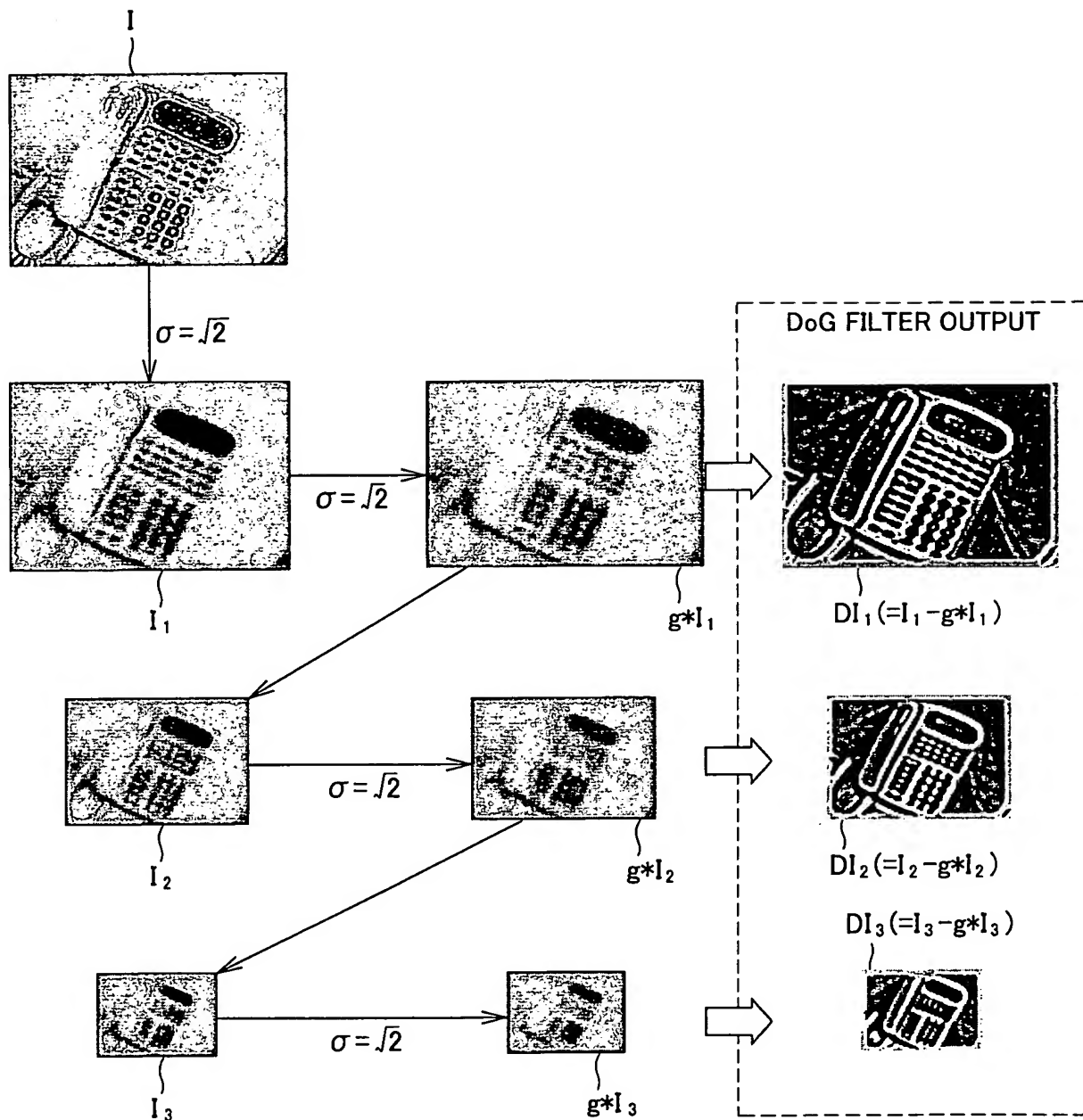


FIG.3

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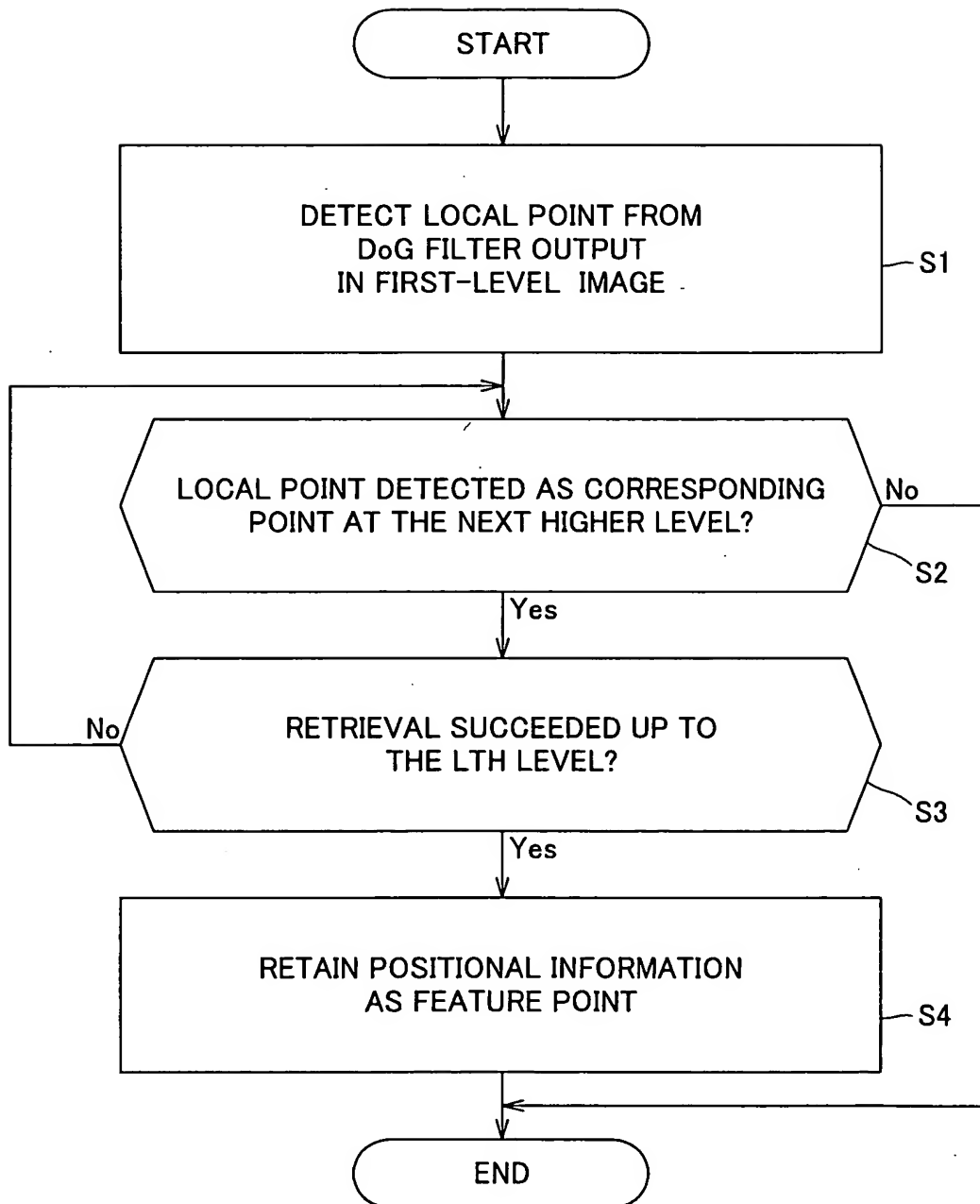


FIG.4

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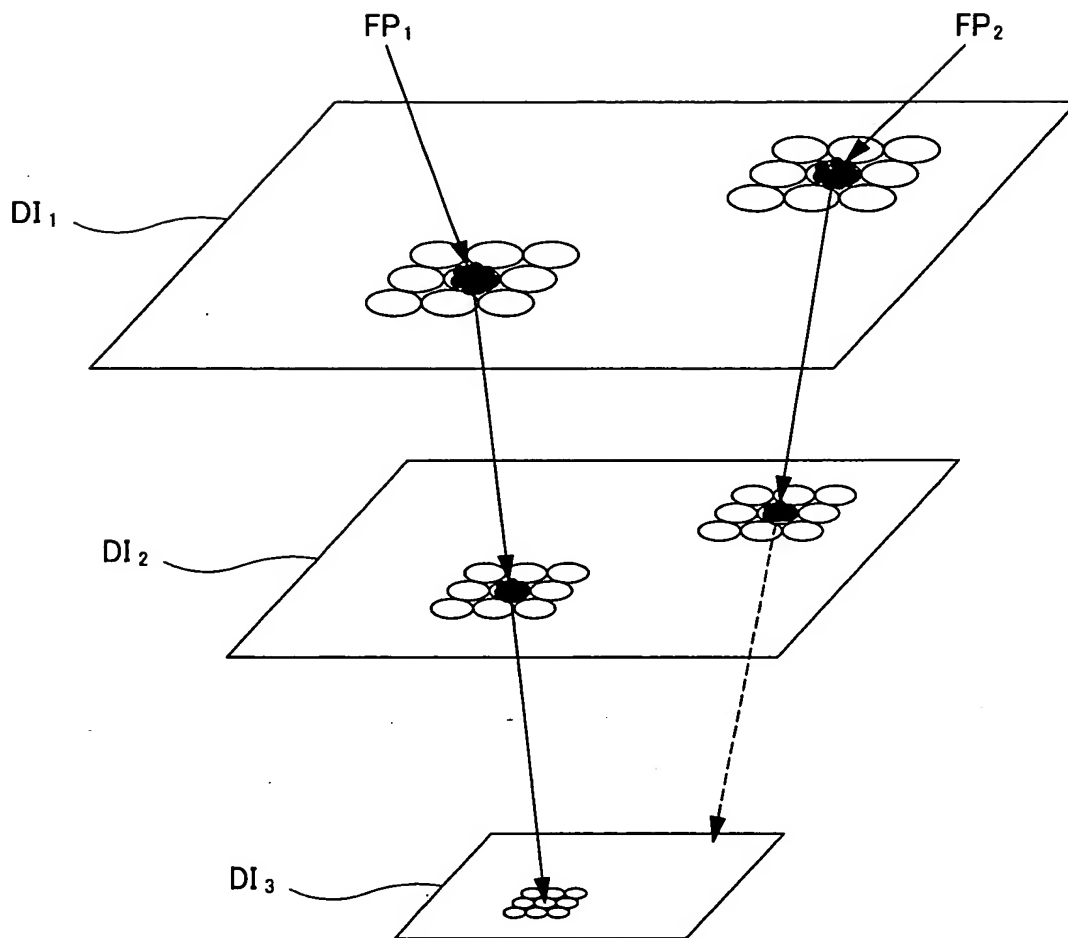


FIG.5

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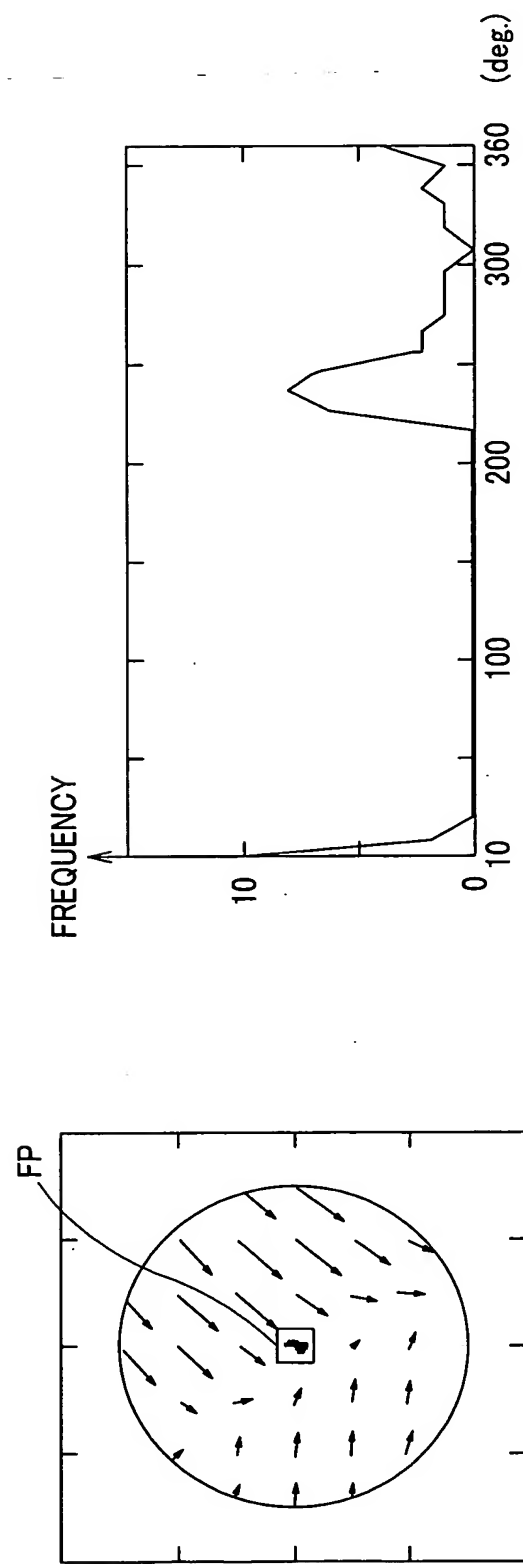


FIG. 6A

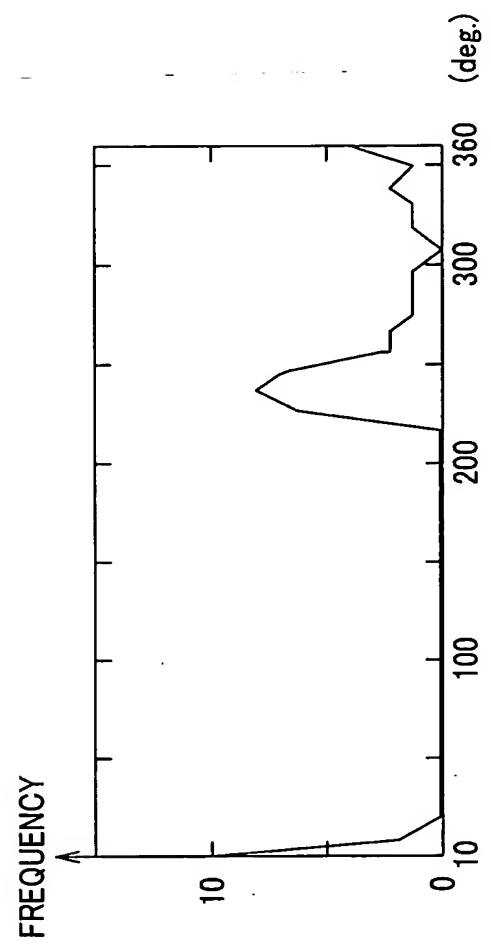
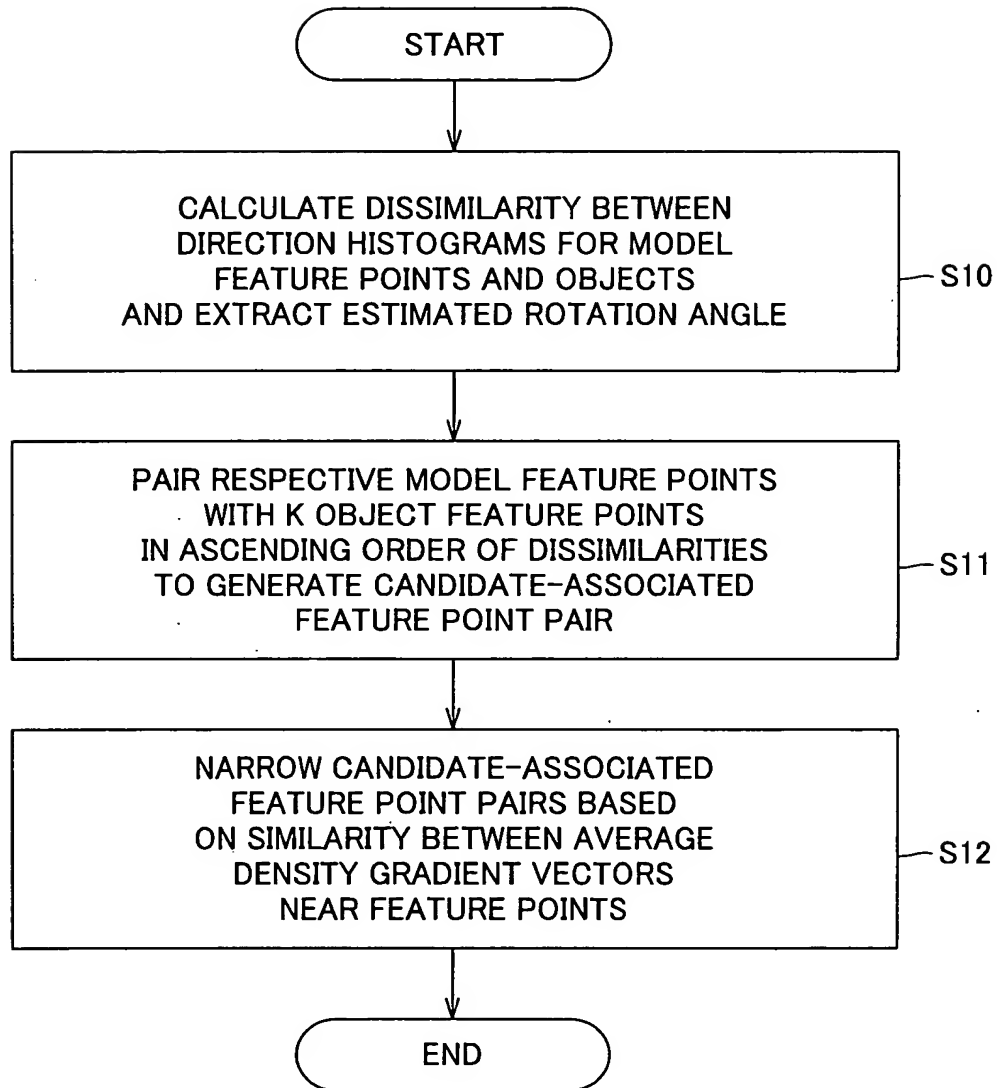


FIG. 6B

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**FIG.7**

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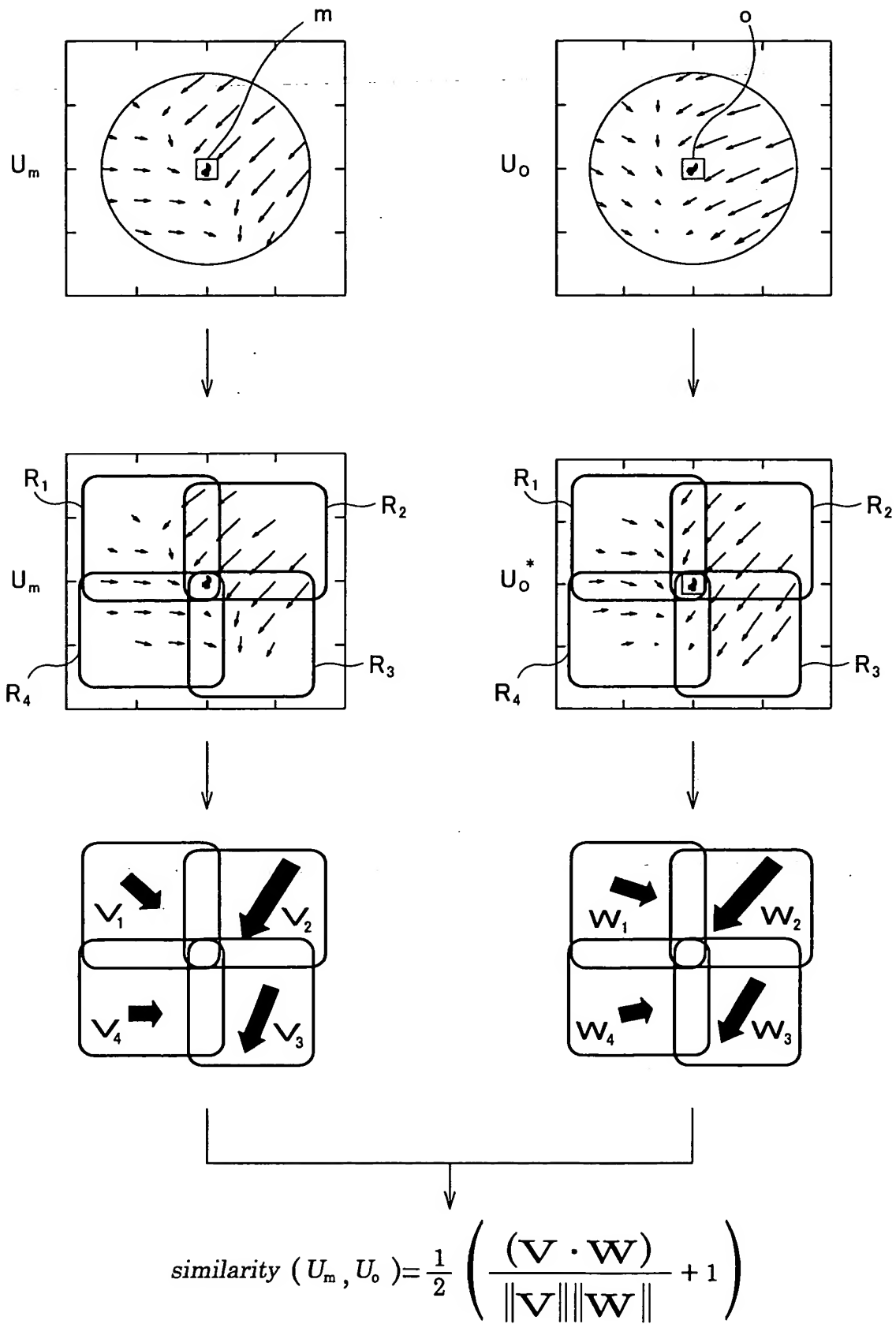


FIG.8



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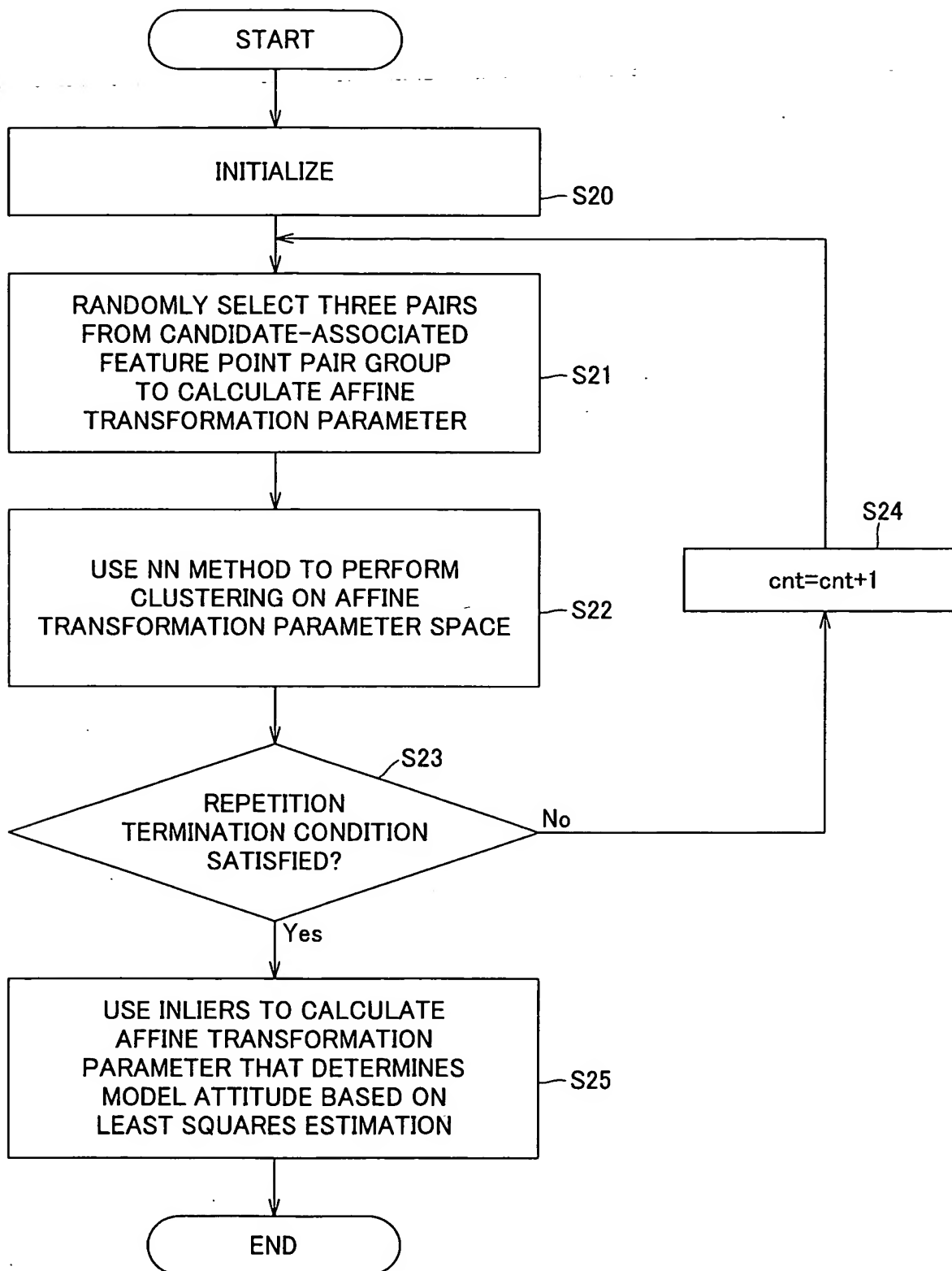
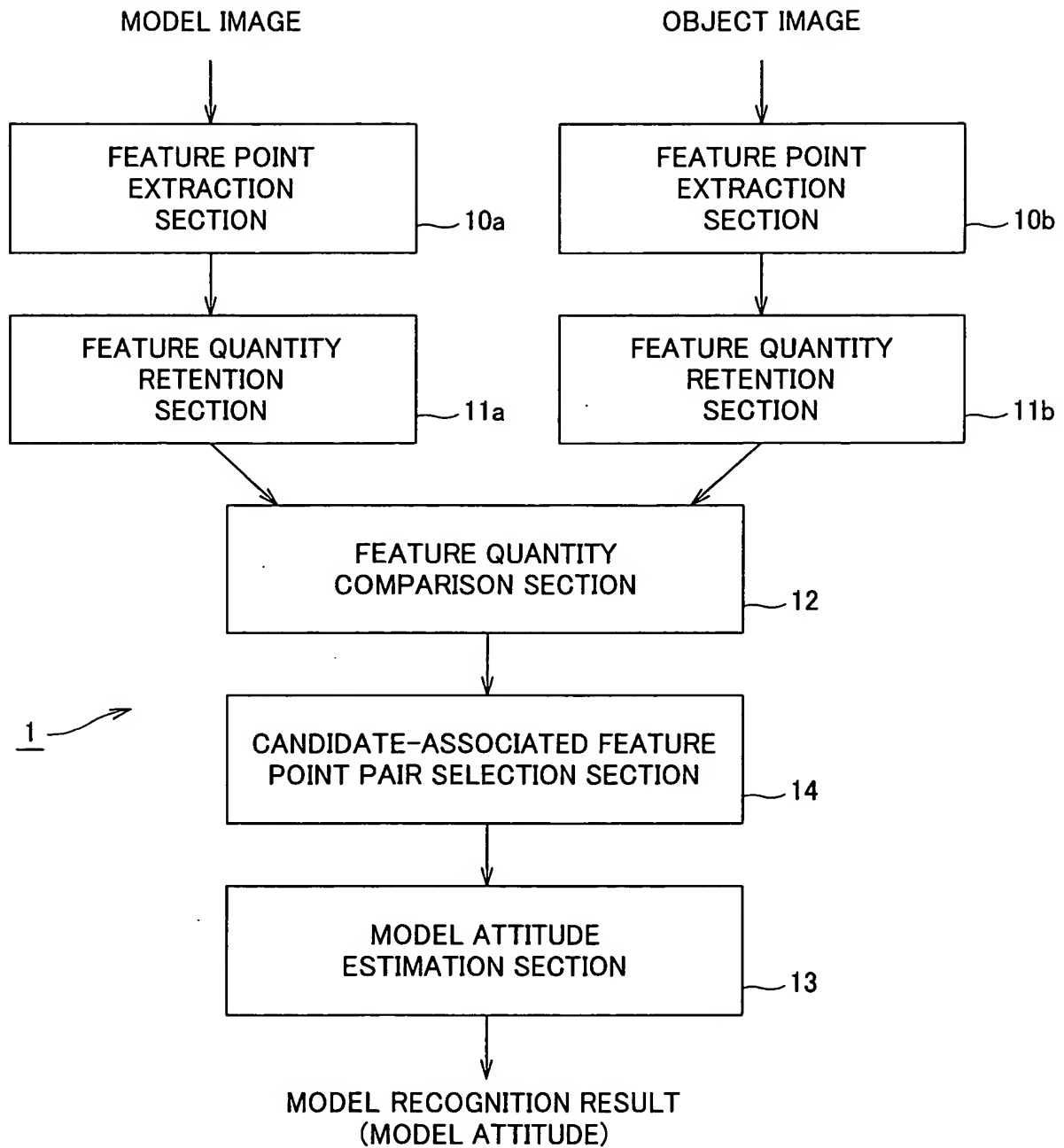


FIG.9

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**FIG.10**

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FIG. 11A

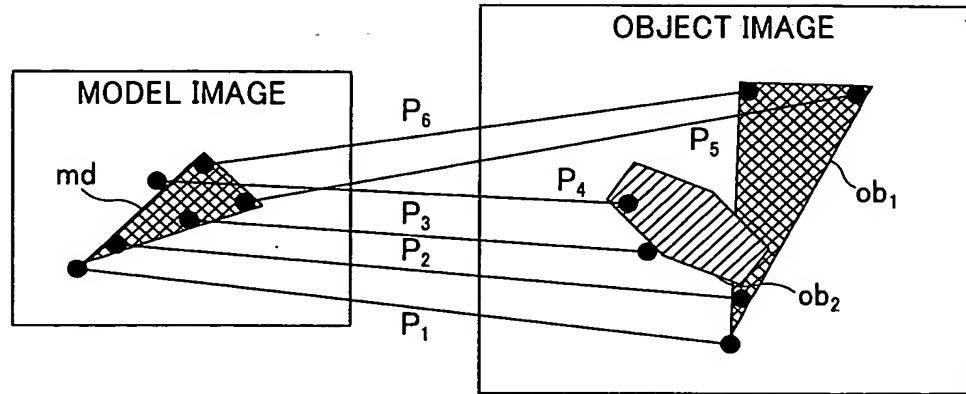
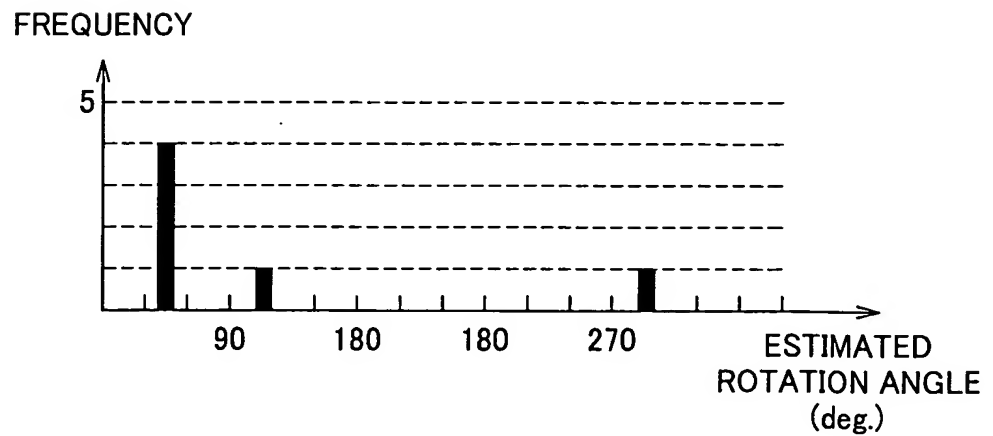


FIG. 11B

P <sub>1</sub>	(INLIER)	40deg.
P <sub>2</sub>	(INLIER)	40deg.
P <sub>3</sub>	(OUTLIER)	110deg.
P <sub>4</sub>	(OUTLIER)	260deg.
P <sub>5</sub>	(INLIER)	40deg.
P <sub>6</sub>	(INLIER)	40deg.

FIG. 11C



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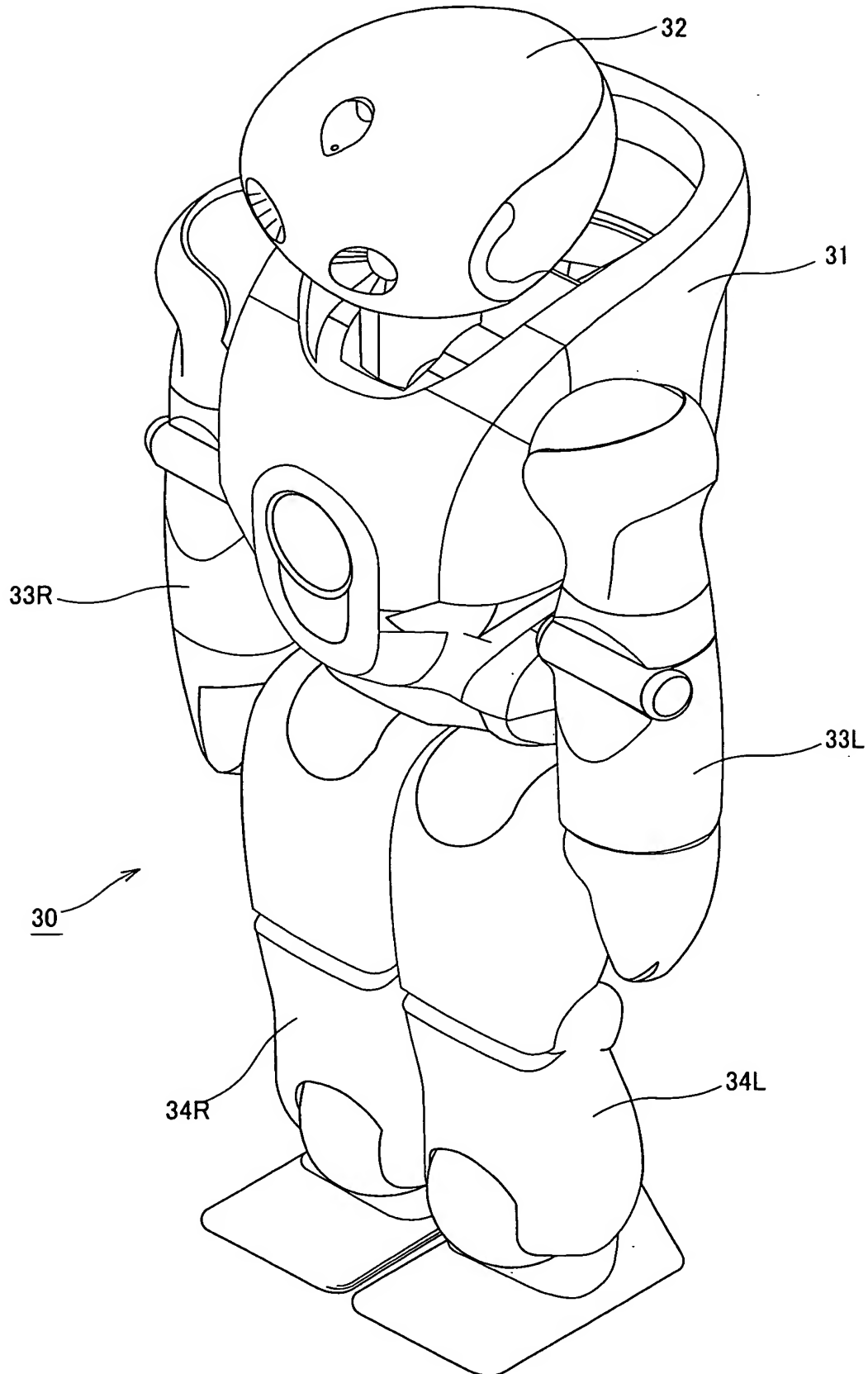


FIG. 12

The diagram illustrates a control system architecture. At the top is a unit labeled 32, which is connected to a series of cylindrical components. These components are interconnected by lines, some of which pass through diamond-shaped junctions. The components are labeled with reference numerals: 101, 102, 103, 104, 105, 106, 115, 116, 117, 118, 119, and 120. The system appears to be a multi-stage control or signal processing system, possibly for a vehicle, given the context of the patent document. The components are arranged in a hierarchical manner, with 32 at the top and 120 at the bottom. The connections between the components are shown as solid lines, indicating the flow of control or data.

**FIG. 13**

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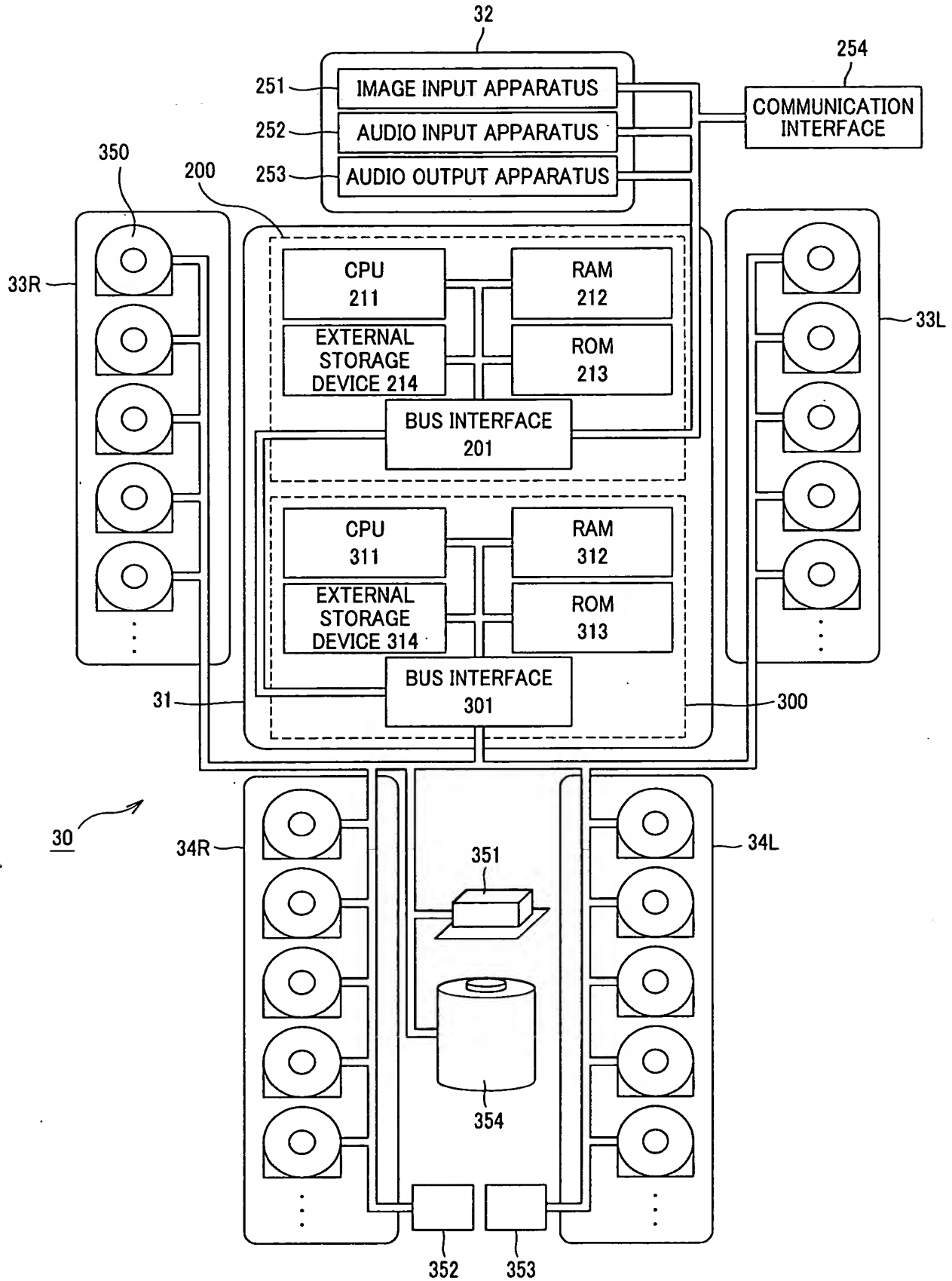


FIG. 14